

Today's Advertisements.

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-NIGHT, the 1st instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 1st June, 1900. [671b]

GYMKHANAS.

THE SECOND MEETING of this Season will be held TO-MORROW, the 2nd instant, at HAPPY VALLEY. Weather permitting. Hongkong, 1st June, 1900. [718b]

NOW READY.

A PAMPHLET

SOME SERIOUS LOCAL PROBLEMS AND A FEW SUGGESTIONS FOR DEALING WITH THEM.

BEING A LECTURE DELIVERED

BEFORE THE ODD VOLUMES SOCIETY

BY

Mr. H. F. POLLOCK.

Barrister-at-Law.

To be obtained at the OFFICE of This Paper.

PRICE 50 CENTS.

Hongkong, 1st June, 1900.

NOW READY.

AN ACCOUNT OF THE RECEPTION OF H.M.S. "TERRIBLE" IN HONGKONG AND THE FESTIVITIES CONNECTED THEREWITH, WITH A WOODCUT OF THE "TERRIBLE."

To be obtained at the OFFICE of This Paper.

PRICE 30 CENTS.

Hongkong, 1st June, 1900.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILONG,"

Captain Bathurst, will be despatched for the above Port on SUNDAY, the 3rd instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LIPPAK & Co., General Managers.

Hongkong, 1st June, 1900. [714b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"

Captain Moore, will be despatched as above on MONDAY, the 4th instant, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st June, 1900. [687b]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ACARA,"

Captain ... will be despatched for the above Port on or about the 15th July.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 1st June, 1900. [715b]

NOTICE TO CONSIGNEES.

STEAMSHIP "AFGHANISTAN" FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DOWELL & Co., LIMITED, Agents.

Hongkong, 1st June, 1900. [717b]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK, SINGAPORE AND MANILA.

THE Steamship

"LIVE,"

Captain ... having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th instant, at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Agents.

Hongkong, 1st June, 1900. [716b]

Today's Advertisements.

FOOD SUPPLY COMMISSION.

THE Ladies who signed the Petition which resulted in the Appointment of the above named COMMISSION are respectfully requested to assist the Commission in the conduct of its enquiries by communicating in writing as early as possible all facts within their experience bearing on the question of the Rise in Price of Provisions in the Colony. List of Prices paid for the more Ordinary Articles of Food produced locally, as for Example, Bread, Flour, Rice, Fish, Beef, Mutton, Eggs, Poultry and Game, Vegetables and Fruit, at various Periods during the last Five Years will be extremely valuable. Similar Lists showing the Prices at different times of Wood, Coal, Charcoal and Oil will also be of value.

All Persons who feel themselves in a Position to throw any light on the subject either as regards the fact of the Rise in Prices or as to the cause or causes thereof are respectfully requested to communicate with the Undersigned in writing or, if they prefer it, to tender themselves for examination as witnesses.

JNO. J. FRANCIS, Chairman.

Hongkong, 30th May, 1900.

HONGKONG RIFLE ASSOCIATION.

LONG RANGE CUP & SPOONS.

THERE will be a COMPETITION for the above TO-MORROW, the 2nd instant, at 3 P.M.

Ranges—600, 700 and 800 yards.

Conditions as usual. Weather permitting.

MOBBRAY S. NORTHCOTE, Hon. Secretary.

Hongkong, 1st June, 1900. [47]

GOVERNMENT NOTIFICATION.

IT is hereby notified that the VALUATION LISTS for the Colony for 1900-1901 will be OPEN to Inspection at the TREASURY for Twenty-one days, commencing on MONDAY, the 4th June, 1900.

By Command,

F. H. MAY, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 29th May, 1900. [719b]

Intimation.

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

These CLARETS are bought direct from the leading French growers.

The lowest price are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAIZAN and CHATEAU LAPITTE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED.

QUEEN'S ROAD CENTRAL.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 1, 1900.

NOTES AND COMMENTS.

The War.

The occupation of Pretoria, which by the courtesy of Major General GASCOIGNE, the Officer Administering the Government, we were enabled to announce last night, may be said to have practically brought the war to an end. We do not mean to say that there will be no further fighting, for there will doubtless be numerous bodies of desperate men who have fled to the hills, and who will require to be hunted down and disbanded before the country can be once more in a peaceful state. But we do not think that the British troops will meet with any further combined resistance, and thus, with the capture of the capital of the Transvaal and the flight of President KRUGER, the back of the task before us may be said to have been broken.

The news was received in the town yesterday evening with the greatest enthusiasm, and everybody was praising "Bobs" and his men for the wonderful celerity with which they have pushed on to Pretoria. Indeed Lord ROBERTS' advance can best be described as a triumphal progress the whole way, and should prove an object lesson to future British commanders.

At first many were ready to grumble at what they called the inexplicable delay in the advance, but it is now easily to be seen that Lord ROBERTS had his wits well about him, and attended to every small detail, seeing all preparations completed before starting work, in order that he might be able to carry matters through in one act, without the necessity of frequent halts to await supplies and reinforcements.

Pretoria, the point where the British troops were to be swept off the face of the earth by thousands, has apparently fallen without more than a feeble show of resistance, for accounts of the defences of the place show that had the Boers intended to defend it, a long and probably a costly siege would have been the result. But for this they apparently had no stomach, and the vaunted stronghold of the Transvaal has been allowed to fall into our hands without a fight worthy of the name.

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TELEGRAMS.

Special to the "Hongkong Telegraph."

SPECIAL TELEGRAM.

THE TROUBLE IN THE NORTH.

THE POSITION CRITICAL.

GUARDS SENT TO PEKING.

[From Our Own Correspondent.]

TIEN-TSIN, 31st May.

The position is critical in the vicinity of Peking. Three hundred men left here to-day for the Capital, to guard the Legations and foreigners.

Received 11.30 a.m.

Published 5.30 p.m.

REUTER'S TELEGRAMS.

THE WAR.

LORD ROBERTS' ADVANCE.

AT JOHANNESBURG.

LONDON, May 30th.

Lord Roberts wires that he arrived at Germiston on the evening of the 28th inst., without being seriously opposed, and proposed to enter Johannesburg the next day at noon with all his troops. Lord Roberts expects no opposition to his entry.

NAVAL.

The British forces occupy strong positions commanding Majuba Hill and Laing's Nek.

LORD ROBERTS' ADVANCE.

ADVANCE GUARD WITHIN TWO HOURS OF PRETORIA.

KRUGER FLED.

Reuter's correspondent at Pretoria 30th inst., says that the British officers at Johannesburg are dictating the terms for the surrender of the city. The advance guard of the British force is half way to Pretoria. President Kruger has gone to Watervalboven.

PRETORIA OCCUPIED.

The Daily Mail correspondent at Pretoria 30th inst., (morning) says that Pretoria will be occupied by the British in two hours without resistance, and that the Burgomaster has been authorised to receive the British.

A Boer Commando has arrived at Koomatipoort.

GENERAL.

FRANCE.

General de Galliffet has resigned the ministry for war, on the grounds of ill health. General Andre replaces him.

LATER.

RESULT OF THE DERBY.

1.—Diamond Jubilee.

2.—Simondale.

3.—Disguise.

THE WAR.

General Hildyard has occupied Utrecht, and General Clerly is bombarding Laing's Nek.

ANNEXATION OF THE FREE STATE.

The annexation proclamation has been read at Bloemfontein. The name of the country henceforward is "The Orange River Colony."

WEATHER REPORT.

The Observatory report says:—

On the 1st at 11.55 a.m. the barometer has risen on the China coast, particularly in the North. Pressure is highest over Japan, with slight gradients for E. winds on the China coast. FORECAST:—Moderate E. winds fair.

LOCAL AND GENERAL.

The master of the steamship *Afghanistan* reports passing the ship *Cedarbank*, 150 days from Cardiff, in Lat. 19.44 N. and Long. 116.16 E., all well.

The departure of the S. S. *Nippon Maru* via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu has been postponed until 9 a.m. to-morrow.

We are informed that if fine, there will be a Trooping of the Colour by the Hongkong Regiment on the new Parade Ground, close to Murray Barracks, on Whit Monday at 6 p.m. Seats will be provided for Europeans.

WHAT is Hongkong coming to? This morning our manager was asked to kindly oblige a gentleman with five British dollars in exchange for a five dollar note, because the *Post Office* couldn't change so large a sum!!! Poor bankrupt Post Office!

We understand that it has been decided to add another Battalion to the Royal Welsh Fusiliers, in consequence of which five Colour Sergeants of the Battalion stationed here have been ordered to proceed home as soon as possible, three being detailed for the Militia, and two for duty at the Regimental Depot at Wrexham.

The Band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.:

PROGRAMME.

1. "March" "Cock of the North" Home.

2. "Overture" "Sunlight and Shade" Parker.

3. "Selection" "The East" Gould.

4. "March" "The American" Gould.

5. "Fantasia" "The Maritima" Wallace.

6. "March" "Don Vivaldi" Godfrey.

7. "March" "The Queen" Godfrey.

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72. "March" "The Queen" Godfrey.

73. "March" "

THE GYMKHANA.

The following is the programme of the second Gymkhana Meeting, 1900 season, to be held on the Happy Valley and Race Course, on Saturday, 2nd June, 1900 (weather permitting). Under the patronage of His Excellency Sir Henry Arthur Blake, K.C.M.G.; His Excellency Major General Gascoigne, C.M.G.; Commander F. Powell, R.N.

Committee:—W. A. Cruickshank, Esq.; The Hon. C. P. Chater, C.M.G.; R. M. Gray, Esq.; M. Grote, Esq.; Capt. E. L. Berger, R.N.; T. F. Hough, Esq.; The Hon. J. J. Keswick; The Hon. F. H. May, C.M.G.; J. McKie, Esq.; G. C. Moson, Esq.; G. H. Potts, Esq.; F. J. Walwyn, Esq., R.N.; Capt. Des Voeux, R.N.; Capt. Loring, R.A.; Lt. Col. The O'Gorman; Commander Henderleath, R.N.; W. J. Gresson, Esq.; Hart Buel, Esq.

Judges:—M. Grote, Esq.; Hon. J. J. Keswick and R. M. Gray, Esq.

Handicappers:—The Hon. C. P. Chater, C.M.G.; J. McKie, Esq.

Starter:—T. F. Hough, Esq.

Timekeepers:—G. H. Potts, Esq.

Clerk of the Scales:—Lt. Col. The O'Gorman, D.C.M.G. (A.)

Hon. Treasurer:—W. A. Cruickshank, Esq.

Hon. Secretary:—Capt. Loring, R.A.

By kind permission of Major Morris and Officers of The Royal Welch Fusiliers, the Band of the Regiment will attend.

1st Sadding Bell, 4.15 p.m.

EVENTS.

FIVE FURLONG RACE.—For all China ponies. Weight for inches with 2 lbs. added. *Handicap* mile polo ponies and subscription griffins this season, allowed 5 lbs. for 1 lb. of any race this season, penalized 12 lbs. for 3 wins, 10 lbs. for 2 wins, 5 lbs. for 1 win. First prize presented, 2nd prize, \$50. Entrance \$3.

Mr. Hart Buck's Despair, 11st 5lb.
Mr. Hart Buck's Impala, 11st 5lb.
Mr. C. W. Wilson's Minor, 11st 5lb.
Capt. Richard's Pilgrim, 11st 5lb.
Mr. G. H. Pott's Tocsin, 11st 11lb.
Mr. G. H. Pott's Demon King, 11st 9lb.
Mr. W. A. Cruickshank's Black Rose, 11st 5lb.

HURDLE RACE.—Down the straight, to flights of hurdles. For all China ponies. Catch weights over 11 stone. Previous winners of a Steeplechase penalized 9 lbs. Two prizes from Gymkhana Fund. Entrance \$2.

Mr. F. J. Walwyn's Landspecht.
Mr. G. H. Pott's Pirate King.
Hon. J. J. Keswick's Digby Grand.
Mr. W. J. Gresson's Curbie.
Mr. R. L. Johnson's Wizard.
Mr. R. D. Anderson's Sea Fog.

LADIES' NOMINATION.—Gentleman will start from One Mile Post on pony with an entourage given him by the judges containing the name of some well-known popular air, ride to the Nominator opposite the winning post, and whistle the tune to her. The lady will write the name of the tune on a piece of paper, enclose it in an envelope, hand it to the gentleman who will ride to judges with it. First prize judges with correct answer to win. Two prizes from Gymkhana Fund.

Mr. Walwyn, nom. by Miss Powell.
Mr. Mulliken, nom. by Miss Peirson.
Mr. Cruickshank, nom. by Miss Hartigan.
Mr. Johnson, nom. by Mrs. Widman.
Capt. Gwynne, nom. by Mrs. Morris.
Mr. Anderson, nom. by Mrs. Long.

POLO SCURRY.—From 14 Mile Post in. Catch weights over 11 stone. *Handicap* mile polo ponies, that have been played regularly up to date, (weather permitting) and not trained on the Course. Two prizes from Gymkhana Fund. Entrance \$2.

Capt. Loring's Subsidy.
Capt. Loring's Office, 1st 5lb.
Mr. Mulliken's Tinty, 11st 8lb.
Mr. Thornhill's Reserve, 11st 7lb.
Mr. Walwyn's Landspecht, 11st 7lb.
Mr. Walwyn's Bear, 11st 7lb.

LADIES' NOMINATION.—Despatch Race. Gentleman A. will start from Winning Post, run on foot about 100 yards to Gentleman B. B. will ride on pony round course to 11 Mile Post, dismount and get on a bicycle, ride to about 100 yards of Winning Post, hand despatch to Nominator, who will be wheeled in past Winning Post in a rickshaw by A. Three prizes from Gymkhana Fund. Competitors to provide themselves with rickshaws.

Miss Powell. Mr. Walwyn.
Miss Koe. Mr. Mulliken.
Miss Potts. Mr. George Potts.
Mrs. Widman. Mr. Rotheman.
Miss Tatts Koe. Capt. Gwynne.

ONE MILE HANDICAP.—For all China ponies. First prize presented by Hon. J. J. Keswick, Esq.; 2nd prize, \$50. Entrance \$3.

Mr. R. Wildman's Thistle, 11st 11lb.
Mr. Hart Buck's Despair, 11st 11lb.
Mr. Hart Buck's Impala, 11st 8lb.
Capt. Richard's Pilgrim, 11st 5lb.
Mr. G. H. Pott's Forest King, 11st 5lb.
Mr. G. H. Pott's Tocsin, 11st 5lb.
Mr. G. H. Pott's Demon King, 11st 7lb.
Mr. Cruickshank's Black Rose, 11st 12lb.

A NEW FIELD MARSHAL.

The Queen has approved the promotion of General Sir Neville Chamberlain, G.C.B., G.C.S.I., late of the Bengal Infantry, to the rank of Field Marshal, in the vacancy caused by the death of Sir Donald Stewart, G.C.B. The new Field Marshal joined the Indian Army as long ago as February 24, 1837. His war services commenced with the Afghan war, 1839-42, during which he was attached to Christie's Corps of Irregular Cavalry. He was present with the Governor-General's Bodyguard at the battle of Maharajpore, December 29, 1843, for which he received the bronze star. He served in the Sikh war of 1848-9, including the actions of Chillianwallah and Gojra (medal with two clasps). At Delhi, during the Mutiny, he was Adjutant-General of the besieging army, and was severely wounded in the sortie of July 18, when he was carried to his tent by his orderly officer, Mohammed Hyat Khan, who afterwards served under Lord Roberts. For his Mutiny services he was made a C.B. and Aide-de-Camp to the Queen. When in command of the Punjab Frontier Force he led several expeditions against the frontier tribes. General Chamberlain was severely wounded in the Afghan expedition. In 1875 he was appointed to the command of the Madras army and three years afterwards he was selected by Lord Lytton to proceed on a mission to Afghanistan. The refusal of the Amier Sher Ali to receive the British envoy led to the last Afghan war. After holding for a time the post of Military Member of Council, Sir Neville Chamberlain, who had been created a K.C.B. and K.C.S.I., retired, in 1886, from the service.

Question: You like being in gaol? Mercy? What are you in for? No. 13. "Bigamy—three wives!"

TACTICS AND THE BATTLE.

That the experiences gained during the present campaign have brought about an entire revolution in tactics is undeniable. But it is nevertheless equally true that no lessons have been learned which ought not to have been already familiar to every thinking soldier. Things which some foresaw have actually occurred, and the fact that wisdom has become more widespread, after the event, is too generally mistaken for the proper appreciation of veritable novelties. A little consideration of the circumstances in which any of our defeats or checks were sustained will suffice to show that the Boers have been armed with Sniders, the results would probably, in very many cases, have been the same, even though we ourselves had been employing Lee-Metfords. It is theoretically impossible for soldiers who are human beings to storm reasonably well-selected positions held by unshaken troops, armed with even the most inferior breechloaders, and in actual practice the impossibility has proved almost equally absolute. The lamentable losses that we have sustained, as well as the want of success that for so long prevailed, in spite of regimental heroism, are both due to the fact that practical efficiency in actual command of troops in the field has seldom proved equal to the theoretical qualifications demanded and exhibited in examinations for promotion. Handling troops at Aldershot as some of our commanders have handled them in South Africa, the major aspiring to a certificate of "Tactical Fitness," would assuredly and justly be ploughed by the examiners. That the theoretically impossible has frequently been achieved in actual war is perfectly true; but military history teaches us that in these cases accident rather than the skill of the commander has been responsible for such fortunate results. At a recent, a habit of forming military systems has not yet been numbered amongst the characteristics of any great captain.

During the present war our generals have, time after time, attempted what even so commonplace a mentor as the drill-book declares to be impossible. The finest battalions in the world have been launched to the attack of positions held by troops armed with modern rifles, whose ability to use their weapons had been unimpaired by previous losses or present danger. The consequence to the attackers has invariably been disastrous. In some cases the assault has been pushed home, and the position has been carried in spite of a tale of casualties quite out of proportion to the value of the immediate success achieved, but in too many others the result has been an absolute and complete failure.

The difficulty, now as heretofore, is that of correctly perceiving the opportune moment. It is manifestly unsafe to rely upon the desired result having been produced merely because the enemy has been shelled with a certain severity during a certain period of time, and the problem involved has become more than ever complicated, owing to increased range hindering the accurate observation of fire-effect. For this reason an attack which was perfectly feasible forty years ago became perilous twenty years later and has become impossible now. It is clear that in order to eject a defender from his position, the only alternative to starving him out by a prolonged siege or turning his flanks, is to deliver an assault. Across open ground, in daylight, an assaulting column cannot pass, unless the previous success of the preparatory attack has been so complete that the mere moral effect of the final advance is sufficient to ensure the precipitate retreat of the surviving defenders. Assaulting columns have by no means been rendered obsolete by modern weapons, but their *raison d'être* has been altered in the majority of cases. The time-honoured idea of charging a position and carrying it by sheer weight of numbers in face of determined resistance must in the future be abandoned except in cases where the attackers have been enabled, by sapping or otherwise, to gain a firm footing within a couple of hundred yards of the line of defence. Or, upon the other hand, if the defenders have been so utterly demoralized that they are afraid to quit cover, even to run away, then indeed an assault upon their position will be justified in order to compel them to do so. The fact that, for example at Elandsfontein, Aldershot assaults have succeeded during the present war, does not in any way disprove the present assertion that such are now theoretically impracticable. At Elandsfontein the defenders were weak in numbers, and their line of defence was brought under tremendous cross-fire from the frontal and flank attacks. Moreover, the superlative courage of the Devons and other troops engaged was quite abnormal. Success was consequently achieved, but at such prohibitive cost that few should be encouraged to undertake similar enterprises.

The lessons that the British Army has paid so high a price for having brought home to it during this war seem to be the following; and it is curious to note that none of them are such as might not have been foreseen, whilst many of them were actually provided for, in anticipation, in our text-books.

1. The number of men required to cover a given frontage whether in attack or defence, is very much smaller than formerly. This is to be attributed more to the use of smokeless powder having the effect of deceiving the adversary than to the increased range or accuracy of the weapons employed.

2. It is more than ever difficult to determine whether the defenders have actually been demoralized by fire, or are merely lying quiet awaiting the onset of the attacker's infantry. Hence the importance of "counterposition" is more than ever apparent. The drill book advocates the disposition of the "Third Line" on a "defensive position" to cover a possible retirement, but its precepts under this head are seldom respected. In future the counterposition will be utilized as a sort of battering ram, in addition to remaining, as before, a rallying point. Thus the counter-position will at first represent merely a *pièce à terre* at a distance, but will gradually be pushed forward until it becomes a series of entrenched lines having offensive as well as defensive value.

3. The object of the defender in the future will be so to disguise his real position by false flanks and advanced positions, that the attacker shall if possible be actually prevented from ever coming to close grips with the real defence.

4. The attacker will in future seldom commit himself to an attack, as we have hitherto understood the term, but devote himself rather to rendering the defender's position untenable. When the latter is compelled to quit his position, then the attacker should find his opportunity to destroy him. In short, the first step towards carrying a position is to take up a counter-position and proceed gradually to improve it to the detriment of the adversary.

The latter operation will generally include night assaults upon various localities. The attacker will close upon his opponent partly by sapping and partly by seizing opportunities for gaining ground by day as well as by night, and his object will be to obtain positions from which to bring cross-fire upon those held by the enemy, and to threaten or assail his communications.

5. The effects of artillery, more especially against troops under cover, seem to have been greatly over-estimated. Even the influence of high explosives has been distinctly disappointed.

ing. The exclusive use of shrapnel by field artillery has not been justified by results. Common shell would probably have been much more effective against troops hidden amongst boulders on the hill sides.

5. Long-range infantry fire, more especially by valleys, has proved its value beyond doubt, not only during the fight, but at all times. A few men on a kopie, firing individually at cavalry scouts from a distance of 2,000 yards or even more, can do a great deal towards preventing accurate reconnaissance—it is impossible without reasonably close observation to discover whether an enemy using smokeless powder has so men firing as fast as they can or so firing deliberately. Long-range fire can usually prevent this close observation, and hence false information is often reported, or time is wasted before an insignificant enemy.

6. For field guns great range is quite as important as mobility, and something of the latter must, if necessary, be sacrificed in order to ensure the former. An army suffers under very serious disadvantages if its artillery be even slightly inferior in range to that of the adversary. It is demoralizing to receive fire without power to return it. On March 8 a Boer 9-pounder on the Lecuw Kop, near Poplar Grove, was pitching shells quite easily amongst our three naval 12-pounder 4.5 inch guns, whilst the latter were unable to reply effectually owing to the enemy's being beyond their range.

7. The value of mobile infantry has been finally established, and Great Britain, in taking the lead in this direction amongst European Powers, has been wrong only in her failure to adopt the system more extensively. The question whether infantry should ride or should be carried in conveyances is an open one. Probably in a country where roads are bad or non-existent, the certainty and comparative rapidity of locomotion conferred by mounting the men on horses or ponies will compensate for the reduction in fighting strength occasioned by the necessity to have horseholders, and obviously the key to successful maneuvering. Mobility is the key to success, and only upon his own horse or pony at disadvantage when opposed by an adversary who is otherwise conveyed and at a faster pace.

8. Dissemination of forces is incompatible with the always difficult task of wresting the initiative from a hitherto successful adversary. The proper course is to ignore all secondary issues, and concentrate great strength upon some special and unmistakable objective which the enemy will be compelled to contest with his might. beleaguered garrisons and over-matched containing columns will surely be relieved from pressure by the mere fact that a formidable force has adopted an aggressive attitude against some interest which is vital to the adversary. For example, an earlier move against Bloemfontein would have effected the relief of Kimberley and Ladysmith without the need for wasting a single man in direct attempts in either direction. The best way of defending yourself generally and locally is to transfer the causes for anxiety from yourself to your adversary, by means of a strong and judiciously selected counter-blow.

Lord Roberts has been successful not so much upon account of the superior numbers at his disposal, as because the capital of the enemy, the hostile States, has been his. He has avowedly objected to a war he has been himself forthwith to wrest the initiative from the adversary by the only possible means—i.e., concentration against a vital interest of the latter.

Finally, amongst the lessons taught or made conspicuous by the Boer war, there is one that is especially important. It has been made clear that the British soldier has not deteriorated as a fighting man, and that the British regimental officer is still a peerless fighter having the full confidence of the soldiers whom he has led with such gallantry and devotion. The conduct of our officers and soldiers has been truly magnificent. Again and again he has been and other units that have been previously subjected to losses such as would have demoralized any other troops in the world except Anglo-Saxons, have faced the most terrible fire with unflinching courage, which no bad fortune has been able to subdue. We have had during this war many very unpleasant subjects for reflection, but as regards the conduct of our troops in battle and on the march we have no cause for any other feeling than intense satisfaction. Our very defeats and disasters have done much to show that our race retains to-day the tenacity and courage which enabled our forefathers to build this great Empire. The chief lesson read to the world by the struggle between Britain and Boer is that the former, although preferring peace, is still able and ready to fight to a finish, in spite of any unfavourable circumstances, be they ever so depressing.—*The Times*.

CRIME AND PUNISHMENT.

Justice with the limping foot (due, no doubt, to the quality of military shoe-leather) has at last succeeded in overtaking some six-and-a-half of the rebellious Dutchmen of Cape Colony. Many weeks have elapsed—so many that we have positively forgotten the precise date of the affair—since Colonel "Phe," six-and-a-half, was caught by the Boers, and, with arms in their hands, in open rebellion, and he has been a German officer, the Colonel would have shot his prisoners immediately on obtaining satisfactory proof of their legal position as German subjects; but "Crumples" is not a Prussian, and so the thirty-six (about whose rebellion there never was a shadow of a doubt) were sent down to Cape Town for trial, and have now actually been tried, convicted, and sentenced. There is an exemplification of the measure of respect in which the Cape Dutch hold the intelligence of the British in that counsel for the prisoners should actually have asked for a postponement of the trial in order to obtain the evidence of witnesses now being brought with the Boer forces. If one just steps back some six thousand miles to get a proper view of that request, its colossal impudence fairly takes one's breath away; but at Cape Town it seems to be regarded as quite natural that men charged with being rebels should refer for certificates of loyalty to men actually fighting in the enemy's ranks. Counsel, indeed, was so virtuously indignant at the refusal of the judge to consent to a postponement that he threw up his brief, and the prisoners, refusing to plead, duly posed themselves in the attitude of martyrdom. They have been treated with leniency which they doubtless expected, but leniency they certainly did not deserve. Imprisonment for five years or three (to say nothing of the short terms for the lads under age) is but a flea-bite when considered in relation to the magnitude of the offence. Besides, the leniency of these sentences is thrown into stronger relief by their contrast with what happened to the unlucky Johannessburgers who were sentenced to death, were actually imprisoned, and fined £25,000 each for only inclining to rebellion, and that under intolerable provocation. Taking, then, all the facts into consideration, we imagine that the next even more convinced believer in the sacred right of our Dutch subjects to rebel with impunity will venture to say that the sentences passed on the Sunnyside rebels are savagely vindictive.

So far are we from desiring to see full justice enforced, even against the worst of such offenders, that we should be quite content to know that a similar punishment would be meted out, swiftly and surely, in like cases upon lawful conviction. But the time which it has taken to deal with this first batch militates against

the hope of speedy procedure in the future; and the peculiar circumstances of the co-existence of the two white races in Cape Colony must in some quarters render suspect all proceedings before local tribunals. It is, in fact, too much to expect British South Africans to audit, or Dutch Afrikaners to condemn, a Dutchman charged with rebellion. The burden of dispensing even-handed justice in such cases is too heavy to be fairly laid either upon the judges or juries of Cape Colony. Here, if ever, is a case for the intervention of that Imperial impartiality which is guaranteed by those six thousand miles of watery waste which, though they sometimes make our vision of events in South Africa less clear, at least tend to make it more unprejudiced. As we have already urged, and as "A Royal South African" suggested in our columns yesterday, what is wanted is the appointment of a strong Commission such as would command the respect and confidence of all the best elements on both sides. In spite of the fact that it is not desirable to weaken either the number or the capacity of the Bench at home at a time when the cry is for more judges, it is obvious that the head of such a Commission ought to be a high judicial personage. A Lord Justice of Appeal, such as, for example, Lord Justice Romer, or Lord Justice Henn Collins, would be the man. Either of the two eminent judges named could not implicitly be trusted to perform a difficult task with intelligence and impartiality, with dignity and despatch. At this juncture, too, when the question of judicial procedure is exercising important influence upon the development of Imperial Federation, the spectacle of an Imperial Commission dealing impartially justice in a colonial crisis of exceptional difficulty and delicacy would be calculated to enhance the dignity of the home judiciary in colonial eyes, which is, obviously, much to be desired in the present position of the scheme of Australian Federation. Above all, we owe it to our legal fellow-subjects, whose patience has been too long and too hardly tried, to deal swiftly and strongly with the traitors who have wronged them; and the best means to that end will be found in the appointment of such a Commission as we have suggested.—*P. M. G. Gazette*.

CAN HONGKONG DO NOTHING?

By direction of the American Bar Association, a committee composed of one member from each State and Territory, and from the district of Columbia, has been appointed by the association in reference to the proposed celebration of John Marshall Day, to take place on Monday, Feb. 4, 1901, being the first centennial of the installation of that eminent jurist as Chief Justice of the United States. "A commemoration of this event," says the *American Law Review*, "and of the splendid career of Marshall in the great office which he adorned for more than thirty-four years, cannot fail to be an occasion of profound interest and importance to the American Bench and Bar. Soldier, student, advocate, diplomatist, statesman, and jurist—he was one of the finest type of American manhood in its best estate. His fame is the heritage of the nation, and it is fitting that the whole country should celebrate the appointed day. In the language of Judge Story, when voicing the sentiments of the great court on the official announcement of Marshall's death, his genius, his learning, and his virtues have conferred an imperishable glory on his country, whose liberties he fought to secure, and whose institutions he laboured to perpetuate. He was a patriot and statesman of spotless integrity and consummate wisdom. The science of jurisprudence will for ever acknowledge him as one of its greatest benefactors. The Constitution of the United States owes as much to him as to any single mind, for the foundations on which it rests, and the expiations by which it is to be maintained, but, above all, he was the ornament of human nature itself in the beautiful illustration which his life constantly presented of its most attractive graces and most elevated attributes."

NOTANDA.

CALENDAR.

JUNE.
Meteorological means based on fifteen years' observations to 1898.
Barometer..... 29.764
Thermometer..... 80.7
Humidity..... 83.0
Rainfall..... 16.495

TO-DAY.
WEATHER REPORT.
On June 1, 1900.
Barometer..... 29.86
Temperature..... 79
Humidity..... 80
Rainfall..... 0.28

TO-DAY.
Friday, 1st June, 1900.
Chinese—5th of 5th moon of 26th year of Kwang-shi.
Sun—Rise..... 5hr. 46min.
Set..... 5hr. 38min.
High water—Morning..... 5hr. 35min.
Afternoon..... 10hr. 27min.
Low water—Morning..... 3hr. 50min.
Afternoon..... 5hr. 39min.

ANNIVERSARIES.
1974—Lord Howe's victory over the French. 1813—*Chesapeake* and *Shannon* action.
1813—Hospital of the Medical Missionary Soc. of Canton and Macao opened.
1848—Gold discovered in California.
1868—Attempt to blow up the Hongkong Hotel.
1879—Prince Imperial killed by the Zulus.
1887—New Opium Agreement between Hongkong and China enforced.
1891—Anti-foreign riots at Tanyang near Chinkiang.
1896—Anti-missionary outrage near Wenchow.
1897—The purchase of the Mount Austin Hotel by the Military authorities.

TO-MORROW.
Saturday, 2nd June, 1900.
Chinese—6th of 5th moon of 26th year of Kwang-shi.
Sun—Rise..... 5hr. 46min.
Set..... 5hr. 38min.
High water—Morning..... 5hr. 21min.
Afternoon..... 10hr. 21min.
Low water—Morning..... 3hr. 31min.
Afternoon..... 5hr. 43min.

ANNIVERSARIES.
1871—Hongkong connected with London by wire.
1876—The *Pelican* pirates executed at Saigon.
1878—Attempted assassination of the German Emperor.
1880—H.M.S. *Wivern* arrived in Hongkong.
1889—Tornado near Newchwang; great damage and loss of life.
2895—Formosa formally transferred to the Japanese.
1897—Piratical attack on a junk in Hongkong harbour.
1898—3,000 insurgents attacking Santiago from land side.
1899—Proclamation by General Otis establishing Spanish law courts with American Colleagues in the Philippines.
1899—German legion guarded and Baron Hey King left Peking.

AGENDA.

TO-DAY.
4 p.m.—C. N. Co's steamer *Sungkiang* leaves for Manila.
8 p.m.—Regular Meeting of the Lion and Rose Lodge.
8.30 for 9 p.m.—Regular Meeting of the Zetland Lodge at Freemasons' Hall.

TO-MORROW.
Cargo ex *Benader* subject to rent.
Noon—1. C. S. N. Co's steamer *Kamsang* leaves for Straits.
Noon—O. S. Co's steamer *Patroclus* leaves for London via Suez Canal.
Noon—E. & A. S. Co's steamer *Airle* leaves for Australia.
4.15 p.m.—2nd Gymkhana Meeting of the Season at Happy Valley (Weather permitting).

MONDAY, 4th.
Whit Monday.
p.m.—A. L. S. N. Co's steamer *India* leaves for Bombay etc.
4 p.m.—N. Y. K. steamer *Kiojin Maru* leaves for Victoria B.C. and Seattle U.S.A.

TUESDAY, 5th.
3 p.m.—Public Auction Sale of Crown Land at the Offices of the P. W. D. (Lots 272).
C. P. R. steamer *Empress of China* leaves for Victoria B.C. via Honolulu.
Cargo ex *Oldenburg* subject to rent.

THURSDAY, 7th.
5 p.m.—C. N. Co's steamer *Nanchang* leaves for Tientsin.
5 p.m.—C. & M. S. N. Co's steamer *Diamond* leaves for Manila.

FRIDAY, 8th.
Noon—Auction Sale of the Danish Barkentine *Frans* by Mr. Paul Brewitt.
8 p.m.—Regular Meeting of the Lion and Rose Lodge.
Noon—C. N. Co's steamer *Taiyuan* leaves for Australia via Manila.

SHIPPING AND MAIL NEWS.

MAILS DUE.
American (City of Rio de Janeiro) to-morrow.
Tacoma (Brazemar) to-morrow.
French (Laos) 4th inst.
Indian (Catherine Apar) 5th inst.
American (Coptic) 7th inst.
American (America Maru) 16th inst.
Canadian (Empress of India) 18th inst.
American City of Peking 25th inst.

The steamer *Catherine Apar*, from Calcutta, left Singapore for this port yesterday afternoon.

The N. P. S. Co's steamer *Glenogle*, sailed from Tacoma for Japan and Hongkong on the 30th prox.

The N. Y. K. steamer *Hitachi Maru*, (Europe Line) left Singapore for this port yesterday, the 30th ult., and is expected to arrive here on the 5th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
U.S.S. *Monterey*..... at Kowloon Dock.
U.S.S. *Oregon*..... " " "
H.M.S. *Tamar*..... " " "
W. H. Smith..... " " "
Australia..... " " "
Changsha..... " " "
Independent..... " Cosmopolitan "
Dewavongse..... " " "
Heungshan..... " " "

PASSED THE CANAL.
Outward—2nd May—*Erzherzog Ferdinand*, 5th May—*Darlanus, Glauco, Astoria, Frederica, Forest Dale*, 9th May—*Benlawers, Oopack, Canton, Oldenburg*, 12th May—*Mendana, Hitachi Maru*, 15th May—*Benlomad, Kawachi Maru, Wittenberg, Luva, Heidelberg, Pakling, Norman Isles, Kurdistan*, 22nd May—*Sydney, Vindobona, Puihai, Calandula, Kola, Looslabben, Snihsing, Bayern, Indravelli*, 25th May—*Stentor, Tonkin, Wakara Maru, Chitango*, 29th May—*Ringo Maru, Valtia, Knickack, Arana, Dresden*.

Homeward—22nd May—*Yarra*, 29th May—*Prinz Hermann, Ernest Simons, Sibiria*.
Arrivals at Home—23rd May—*Kawachi Maru*, 30th May—*Melpomene, Weimar, Preconsire, Heidelberg, Yarra, Galtage*.

Shipping.

Arrivals.
LIV, Norwegian steamer, R. Rasmussen, 1st June, Manila 28th May, General—Shewan, Tones & Co.
ZWEENA, British steamer, 941, J. H. Nesbitt, 1st June, Saigon 28th May, Rice and Fish—Chinese.
HALLOONG, British steamer, 783, H. Bathurst, 1st June, Swatow 31st May, General—Douglas, Lapraik & Co.
CANTON, British steamer, 1,100, D. F. F. Lawrence, 1st June, Chinkiang 27th May, General—Jardine, Matheson & Co.
AFGHANISTAN, British steamer, 2,100, Williams, 1st June, New York via Labuan and Manila 2nd May, General—Dodwell & Co., Ltd.
FREIBURG, German steamer, 3,070, Prosch, 1st June, Bremen and Hamburg 12th April, General—Siemssen & Co.
KALGAN, British steamer, 1,178, Laver, 1st June, Canton 1st June, General—Butler field & Swire.

Clearances at the Harbour Office.
Kaifong, British str., for Manila.
Feiching, British str., for Shanghai.
Trilog, German str., for Saigon.
Mennutir, British str., for Manila.
Kachidatan, Japanese str., for Nagasaki.
Aghidistan, British str., for Shanghai.
Kongnam, British str., for Canton.
Phranang, British str., for Bangkok.
Pelayo, British str., for Shanghai.
Formosa, British str., for Swatow.
Nippon Maru, Japanese str., for Shanghai.

Departures.
June 1, *Hatching*, British str., for Swatow.
June 1, *Rosalia*, British str., for Manila.
June 1, *Phranang*, British str., for Bangkok.
June 1, *Whanang*, British str., for Shanghai.
June 1, *Patroclus*, British str., for Singapore.
June 1, *Feiching*, British str., for Shanghai.
June 1, *Mennutir*, British str., for Manila.
June 1, *Kaifong*, British str., for Manila.
June 1, *Canton*, British str., for Canton.
June 1, *Shantung*, German str., for Canton.
June 1, *Zafiro*, American dispatch-vessel, for Manila.

Passengers—Arrived.
Per *Zweena*, from Saigon—14 Chinese.
Per *Hallogang*, from Swatow—34 Chinese.

STEAMERS EXPECTED.

Name.	From.	Date.
City of Rio de Jan.	Shanghai	To-morrow
Braemar	Japan	To-morrow
Canton	Singapore	To-morrow
Goodwin	Nagasaki	June 3rd
Laos	Saigon	June 4th
Catherine Apar	Singapore	June 5th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Project Sailings" are now published in these columns, and in so doing to put fully into the hands of shipping firms to give orders to their clerks to furnish this office, on the terms already stipulated, with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Acara	New York	July 15th
Agamemnon	London	June 12th
Airle	Sydney	June 2nd
America Maru	San Francisco, &c.	June 26th
Anping Maru	Swatow, &c.	June 13th
Antenor	London	June 26th
Argyll	Portland, &c.	June 30th
Armenia	New York	June 29th
Austral	Moat & Kobe	June 5th
Awa Maru	Marseilles, &c.	June 9th
Baltham	Europe, &c.	June 9th
Bavaria	Straits, &c.	July 12th
Belgian King	San Diego, &c.	June 13th
Bengal	Shanghai	June 9th
Benlari	London	June 9th
Braemar	Portland, &c.	June 9th
Canton	Shanghai, &c.	June 3rd
China	San Francisco, &c.	July 31st
City of Peking	San Francisco, &c.	July 5th
City of Rio	San Francisco, &c.	June 9th
Coptic	San Francisco, &c.	June 10th
Diamond	Manila	June 7th
Dorcas	San Francisco, &c.	June 13th
Duke of Fife	Victoria, B.C.	June 17th
Emp. China	Vanuatu, &c.	June 6th
Emp. India	"	June 27th
Emp. Japan	"	July 18th
Formosa		

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"PATROCLUS,"
Captain Dickens, will be despatched as above
TO-MORROW, the 2nd instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st June, 1900. [511b]

DOUGLAS STEAMSHIP COMPANY.
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"FORMOSA,"
Captain Hodgins, will be despatched for the
above Ports, TO-MORROW, the 2nd instant,
at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 1st June, 1900. [710b]

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEENSLAND
PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain St. John George, will be despatched as
above TO-MORROW, the 2nd instant, at
Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
A Stewardess and a duly-qualified Surgeon
are carried.
N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVIGA-
TION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 1st June, 1900. [598b]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"KUMSANG,"
Captain Payne, will be despatched as above
TO-MORROW, the 2nd instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 1st June, 1900. [685b]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR MOJI AND KOBE.

THE Steamship

"AUSTRALIAN,"
Captain P. Helms, will be despatched for the
above Ports, on TUESDAY, the 5th June,
at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the
Electric Light.
A Stewardess and a duly-qualified Surgeon
are carried.
For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 29th May, 1900. [704b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched as above
on FRIDAY, the 8th June.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh
Provisions during the entire voyage.
A duly-qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th May, 1900. [694b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched as above
on FRIDAY, the 8th June.
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For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th May, 1900. [694b]

CHINA NAVIGATION COMPANY,
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FOR MANILA.

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Hongkong, 28th May, 1900. [694b]

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FOR MANILA.

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Hongkong, 28th May, 1900. [694b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

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A duly-qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th May, 1900. [694b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.
FOR MANILA.
THE Company's Steamship

"SUNGKIANG,"
Captain Moore, will be despatched as above
TO-MORROW, the 2nd June, at 4 P.M.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The Vessel is fitted throughout with
Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th May, 1900. [687b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"HUNAN,"
Captain Frazier, will be despatched as above
TO-MORROW, the 2nd June.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 31st May, 1900. [711b]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMUI MARU,"
Captain H. Nagata, will be despatched for the
above Ports, on SUNDAY, the 3rd June,
at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 28th May, 1900. [45]

AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.

STEAM FOR
SINGAPORE, COLOMBO AND BOMBAY.

(Taking Cargo at through Rates to
PERSIAN GULF, BLACK SEA, LEVANT AND
ADRIATIC PORTS.)

THE Company's Steamship

"INDIA,"
Captain A. Martinich, will be despatched as
above on MONDAY, the 4th June, P.M.
Europe Cargo is transhipped at Bombay in
close connection.
For information as to Freight, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 29th May, 1900. [609b]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"
Captain G. J. Blackland, will be despatched for the
above Port, on THURSDAY, the 7th June,
at 5 P.M.
The attention of Passengers is directed to
the excellent accommodation provided by this
steamer. She is fitted throughout with Electric
Light.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
General Managers.
Hongkong, 31st May, 1900. [713b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"
Captain Finlayson, will be despatched as above
on THURSDAY, the 7th June.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th May, 1900. [693b]

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship

"BENLARG,"
Captain Kroble, will be despatched as above
on or about SATURDAY, the 9th June.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 18th May, 1900. [652b]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"SHANTUNG,"
Captain Quail, will be despatched as above
on TUESDAY, the 12th June.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 20th May, 1900. [680b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON,"
Captain Nish, will be despatched on
TUESDAY, the 12th June.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd May, 1900. [570b]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"
Captain J. Saito, will be despatched for the
above Ports, on WEDNESDAY, the 13th June,
at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 30th May, 1900. [705b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

THE Company's Steamship

"DIOMED,"
Captain Goodwin, will be despatched as above
on WEDNESDAY, the 13th June.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th May, 1900. [696b]

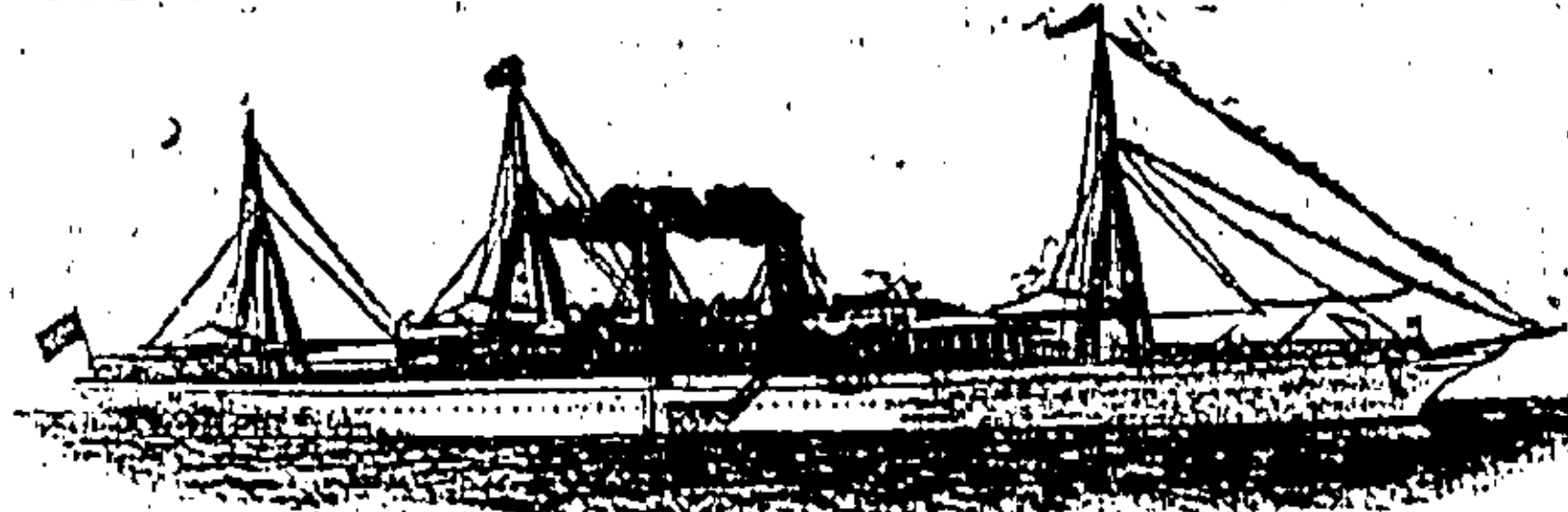
OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"
Captain M. F. H. Jackson, will be despatched
as above on TUESDAY, the 26th June.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th May, 1900. [643b]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 6th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 27th June.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 18th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS
OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close
connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-
Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddy's Street, [3]

Hongkong, 29th May, 1900.

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Goodwin...14421 | A. Jackson... | June 10
Glen...13750 | W. Frakes... | July 3
Queen Adelaide...2832 | E. McNair... | July 25
Duke of Devon...3821 | J. S. Cox... | July 28

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGA-
TION COMPANY.

Brasmar...13601 | W. Watt... | June 9
Argyll...2997 | S. Thomson... | June 30
Mann...13754 | J. Kennedy... | Aug. 4
Brasmar...13601 | W. Watt... | Aug. 25

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.
Excellent accommodation. First-class Tar-
bles. Doctor and STEWARDNESS carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY AND CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
Rates of Passage to other points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.
For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 29th May, 1900. [4]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU

Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, THE UNITED STATES, &c.

Belgian King...13379 | Tuesday | June 12
Thyra...13812 | about | July 20

THE Steamship

"BELGIAN KING,"
will be despatched for MOJI, KOBE, YOKO-
HAMA, SAN DIEGO & SAN FRANCISCO,
on TUESDAY, the 12th instant.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Francisco, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.

Hongkong, 1st June, 1900. [28]

Hongkong, 29th May, 1900. [28]

Hongkong, 29th May, 1900. [28]

Hongkong, 29th May, 1900. [28]

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Hongkong, 29th May, 1900. [28]

Hongkong, 29th May, 1900. [28]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*RIOJUN MARU.....	{ VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA }	MONDAY, 4th June, at 4 P.M.
HITACHI MARU.....	{ KOBE and YOKOHAMA }	FRIDAY, 8th June, at Daylight.
Awa MARU.....	{ MARSEILLES, LONDON & ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID }	WEDNESDAY, 13th June, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the
United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and
Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 28th May, 1900.

[6]

NORDEUTSCHER
LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SARNIA.....	HAVRE and HAMBURG.	6th June. Freight and Passage.
Fuchs.....	(LONDON with transhipment in HAMBURG)	About 23rd June. Freight.
SAMBA.....	HAVRE and HAMBURG.	About 29th June. Freight.
G. Schmidt.....	(LONDON with transhipment in HAMBURG)	About 6th July. Freight.
ARMENIA.....	NEW YORK (via SUEZ CANAL).	About 17th July. Freight.
Osternann.....	HAVRE and HAMBURG.	
FREIBURG.....	(LONDON with transhipment in HAMBURG)	
Proesch.....	HAVRE and HAMBURG.	
WITTENBERG.....	(LONDON with transhipment in HAMBURG)	
Hempel.....	(LONDON with transhipment in HAMBURG)	

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and
a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.
U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hon-
lulu).....

THE DEVELOPMENT OF
WESTERN CHINA.

A West China correspondent writes of Szechuan to the *Rangoon Gazette* at the end of March—

Regarding railways the Viceroy says he will not grant the wishes of the people—a very slender chance for hope when one takes into account the care with which the popular mind is inflamed against the dreaded "ocean man" and the means generally used to show that dread. The Viceroy's wisdom embodies itself in such a deliverance as this: "First work the mines to produce material for the iron road, and then build the road," a striking example of the Chinese instinct to put the cart before the horse. The few mines now being worked, upon the most elementary principles and often at a great cost, are simply throttled from the outset by lack of communications. The roads are so-called by courtesy and nothing is so much needed here as speedy and easy means of transit. But however the thing is to be done, a large amount of direct and powerful opposition may be expected from the official classes, which will surely make itself felt in popular suspicion if indeed it does not assume more hostile forms.

From the Tibetan side we do not hear of much stirring just now. The rumour of British railroad building towards Lhasa is persistent and is credited by the officials. The tea trade has not been very brisk this season owing to the unsettled state of the frontier and the excessive scarcity and dearth of the rupee—the only form of currency in favour with the Tibetans.

The more one becomes acquainted with the country lying between 95° and 105° E. and 25° and 35° N., the stronger becomes the conviction that here in the latitude of Northern Burma and Eastern Assam is some of the finest undeveloped country awaiting the energy of the Anglo-Saxon. The lack of surface evidences of prosperity has misled transient travellers, but as our acquaintance becomes closer we find indications of vast mineral wealth, combined with a fairly good climate in a land capable of producing everything necessary for the support of a vast population. The necessary equipment for the development of this region is adequate means of communication. This will enable the crowded denizens of central Szechuan to reach this undeveloped country, and must also necessarily secure to them reasonable means of protection against themselves and others who would molest them. The people who invest money in the railroad will see to this. A great future lies before us in this great sealed land of the Chinese far west.

THE DERIVATION OF PEG.

The following note may be worthy of being brought to light, as it serves to explain the origin of the word "peg" used in connection with drinking. The passage occurs in a note to a couplet in Longfellow's "Golden Legend." Says Friar John, "Come, old fellow, drink down to your peg." But do not drink any further, I beg." The comment runs: "Our ancestors were formerly famous for compulsion; their liquor was ale, and one method of amusing themselves in this way was with the peg-thimble. I had lately one of them in my hand. It had on the inside a row of eight pins, one above another, from top to bottom. It has two quarts, and was a noble piece of plate, so that there was a gill of ale between each peg. The law was that every person that drank was to empty the space between pin and pin, so that the pins were so many measures to make the company all drink alike, and to swallow the same quantity of liquor. This was a pretty sure method of making all the company drunk, especially if it be considered that the rule was that whosoever drank short of his pin, or beyond it, was obliged to drink again, and even as deep as to the next."—VIATOR.

CONTRABAND.

Mr. Edwin Mackay writes in the current *American Law Review* on the question "Are Food-stuffs Contraband?" He concludes as follows:—

From the above precedents, treaties, opinions of text-writers and decisions of courts, selected, not because they favour the one side or the other, but because they throw light on the question at issue, we discover a definite tendency towards an increase of neutral rights. This is due, partly to the increased ratio of neutral to belligerent trade and partly to a general desire to ameliorate the harsh conditions of war which has manifested itself in many directions and particularly as regards non-combatants. So that in the present state of development of international law the weight of authority is clearly against considering food-stuffs as contraband of war; and it is doubtful if neutral Powers will ever permit the opposite rule to be revived—their opposition to it on the ground of both sentiment and interest is too strong.

SANCTUARY.

The privilege of sanctuary, abolished in England so long ago as the reign of James I, but surviving in Scotland till comparatively recently so far as giving protection to insolvent debtors was concerned, still appears to flourish with unabated vigour in Persia, where, indeed, the natives have shown marvellous ingenuity in making so modern an appliance as the telegraph serve the purposes of a sanctuary. In that country, says Professor Jenks in his recent book, "everyone has a right to approach the Shah by telegram, if he prepay a reply. The man who apprehends violence goes to the telegraph office, despatches his appeal, and sits down to await the answer. As things in Persia move with deliberation, this is probably several days in arriving. But as the telegraph office is the Shah's property, it is sanctuary; and the applicant, so long as he remains there is safe. It is no uncommon thing therefore to see a little group of supplicants, fortified with food and drink by their relatives, crouching in the telegraph office, while a corresponding group of avengers of blood waits eagerly outside. Presumably telegraphic business is not extensive in Persia, else such a condition of things would be likely to prove somewhat embarrassing to the officials.

LETTER OF THANKS FROM
THE PRINCE OF WALES.

The following letter has been written by the Prince of Wales to the nation—

Marlborough House, June 1, 1900.
I have been deeply touched by the numerous expressions of sympathy and goodwill addressed to me on the occasion of the providential escape of the Princess of Wales and myself from the danger we have lately passed through. From every quarter of the globe, from the Queen's subjects throughout the world, as well as from the representatives and inhabitants of foreign countries, have these manifestations of sympathy proceeded; and on my return to this country I received a welcome so spontaneous and hearty that I felt I was the recipient of a most gratifying tribute of genuine goodwill.

Such proofs of kind and generous feeling are naturally most highly prized by me, and will for ever be cherished in my memory.
(Signed) ALBERT EDWARD.

UNCLAIMED LETTERS AT THE
POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Arnold, D.
Austin, Lieut.-Col.
G. B. C.
Among, G. N.
Agon, D. J.
Adams, Mrs. H.
Andrews, Mrs.
Arnould, E.
Alnarch, G.
Ayr, R.
Akbar, H.
Allister & Co.
Arrowsmith
Alix, M.
Bruce, Mrs.
Banister, D. R.
Basto, C.
Barrett, J.
Boyle, Mrs. L.
Baker, Coley H.
Brown
Blake, R. E.
Bland, H. F. B.
Bochum, G.
Brierly, T. M.
Brown, C. F.
Bosman, H. F.
Burn, W.
Brown, N. P.
Beull, W. J.
Ballard
Bayly, Miss
Bridley, N.
Benjamin, A.
Berkley, W.
Baronian, Z. S. J.
Borg, L.
Barnard, H. C.
Buckley, P.
Brown, Col. L. F.
(C.R.E. refused at R.E. Office)
Brown, G. E. R. G.
Chinoy, D. N.
Clark, A. F.
Cuswick, D. J.
Cannings Miss M.
Cito, Mrs. O.
Colbert, G.
Chapman, T.
Crawford, J.
Cohen, C. U.
Chotomol, K. A. J.
Cunning, Miss H.
Cohen, I. A.
Cruz, D. J.
Cunio, P.
Carangia, R.
Cunningham, C. P.
Chanelburi, M. N.
Coyne, J. E.
Chung War
Collie, Mrs. J. A.
Cohen, G.
Cohen, U.
Clark, A.
Cheery, J.
Davis, J.
Dunne, W.
Denny, H. S.
Dobberke, H.
Drummond
Lehn, Miss L.
Dunne, G. B.
Davies, F.
D'Arcy, E.
D'Almeida,
Daley, R.
Dalrymple, F. E.
Douglas, M. E.
Durando, V.
Dowell, J.
Dickson, Mrs. F.
Dyer, E. J.
Deane, J. S. Co.
Ehndy, J. E.
Emile, P.
Evans, F. P.
Eckelhardt
Esty, F. R.
Eckang
Engel, Mr. M.
Edwards, L.
Eldridge, F. H.
Ellis, Dr. H.
Findlay, Rev. W. H.
Fistord, E.
Fleischer, M.
Forster, W. E.
Farmer, L. B.
Frisler, G. E.
Fraser, J.
Fowler, Mrs. L.
Francis, D.
Fischler, C.
Forbes, A. R.
Fox, H. H.
Ford, A.
Feldmore, Company
Feing, Mrs. C.
Fulton
Gambell, E. R.
Greves, J. C.
Garza
Gibson, W. S.
George, G. F. S.
Gonzales, S. J.
Gillard, H.
Gatgalds, T.
Green
Galembert
Goddard, H.
Gaster, J.
Gini, Mrs. O.
Geis, Miss L.
Gladstone, M.
Groundwater
Glover, T. H.
Humphry, R. A.
Humphry, J. L.
Halsey
Hachstads
Hall, J. T.
Dauler
Houston, H. H.
Haller, J. T. W.
Howard, Miss M.
Haw, M. S.
Harrington, S. O.
Holden, S. B.
Howard
Hills, Captain F.
Hittagkan
Hamilton, M.
Haw, W. E.
How, A. L.
Haines, T. C.
Holden, E. C.
Henderson, Miss L.
Hahnke, H.
Hing, C. C.
Hermann, G.
Hoogley
Hart, D. B.
Hohsengen, A. M.
Hoyward, E.
Hermann, J.
Henderson, R. L.
Harvey, Miss
Hjerbrun, H.
Hogen, C. R.
Henter, G. W.
Hill, T.

Hopkins, Miss
Hathori, G.
Imaithkan
Ichang
Johnson, L.
Jones, Dr. R. H.
Japan Brewing Co.
Jocelyn, Mrs. F.
Jones, F.
Kynacow, H.
Kynoch, G. W.
Katrok, J. N.
Katz, J.
Kramer, P.
Klatte, F.
Kelly, R. R.
Kong Yau Hing
Kennedy
Kaster
Liberge, M. C.
Legarde

List of Registered Covers in Poste Restante.

Adams, K. D.
Armstrong, A.
Adamson, Dr. Hans.
Abdul Karim.
Allah Deen
Allah Dillah
Beck, David
Boor Singh Mangal
Singh
Basakha Singh
Bage, W.
Baker, W.
Binsee, S. R.
Braeter (2)
Blumenthal, R.
Bagat Singh
Collins, J.
Chanda Singh
Crosa, R.
Cabrige, F. A.
David, S. S.
Mackay, D. G.
Martin, G. S.
Markos, S. S.
Miller, Mrs. T.
Meyer, K.
Montilla, T.
Martin, Mr. E.
Marsh, Capt.
Marrisey, Mr.
Mitchell
Marchand, M. M.
Mullen, T.
Morton, G. R.
Marcony, T.
McLeod, Wm.
Marsh, A.
Moffitt
Matis, M.
MacCarthy
Moore, L. D.
McDougall
Nagayava, I.
Nagan, E. J.
Nasumoff
Nayer, Clock C.
Neyal, S.
Norman, H.
Oveido, F.
O'Malley, Hon. E. L.
Olia, N. D.
Oronhyatka
Pyburn, N.
Pais, Lieut. C.
Peter, D. J.
Pillery, V. A. M.
Palmer, B.
Pratio, D.
Palmer, C.
Pitt, W.
Phillips, Mons.
Probasco, E. L.
Polakoff
Ponsonby
Robertson, A.
Robinson, Mrs.
Robbins, E.
Robertson, Mrs.
Rafael Allen Li
Rose, Mrs.
Reutens, J.
Rehnoohay
Rochel, N.
Ringhouse, T.
Randall, B. C.
Rosario, P. C. A.
Riley, C. C.
Richardson
Rees, H.
Rollen, Hakeam
Rose, Alex.
Robert, Anderson & Co.
Reid, A.
Rees, J. D.
Rees, C. E.
Robby, A. I.
Royle, C.
Riley, C.
Rally, T.
Rees, Rev. J. L.
Scourin, T.
Scott, Hon. B.
Smith, B. H.
Sprague, W. N.
Shaw, M. A.
Schanber, P.
Squeen, H. G.
Sulleng, P.
Steadford, Miss
Scudder, Mrs. K.
Singman, W. A.
Senco, Dr. A.
Sang F. Foo
Santos, A.
Simmons, Mrs.
Sligh, W. H.
Shaw, H. H.
Shao Chang
Shillen, A.
Sopper, Miss
Stafford, T. C.
Sanders, Jose M.
Sonelut, Ph.
Say, Henry
Sewell, P. S. H.
Silva, A. M.
Stuart, J. S.
Simmonds, Miss
Schultz, C. M.
Stahl, J.
Savage, O. H.
Sakai, B. T.
Snyder, Mrs. F.
Snow
Stoph
Thomson, R.
Toyorasmtard
Tacklin
Thellusson, Miss
Taylor, Miss C.
Tak-Tao Cheong
Turner, Miss A. S.
Tierney
Taylor, Esq.
Umkle, S.
Unternehmung
Vernon, M. A.
Van Sant, M. G.
Van Hoote, Gen. Ry.
V. F.
Verchun, G.
Vance, Mrs. C. W.
Vestry, E. H.
Vaughan, N.
Watt, J. J.
Warne, Rev. H. W.
Walker, W. M.
Weno, Miss

List of Registered Covers for Merchant
Ships.

S.S. Agamemnon W. McMorine.
S.S. Agamemnon A. L. Thompson.
S.S. Albia R. F. Twiss.
S.S. Aetolis T. Williams.
S.S. Alcinoos H. Thompson.
S.S. Breconshire F. Spence.
U.S. Flagship Baltimore S. A. Erwin.
Cruiser Baltimore Chas. Barnett.
U.S. Flagship Brooklyn Lieut. L. Feland.
S.S. Clyde Hamilton Northcote.
S.S. Cedarbank J. W. Budgen.
S.S. Dalny Capt. Erickson.
S.S. Empress of India Rev. W. K. McKibben.
S.S. Hongkong F. Newmann. [passenger]
S.S. Ischia J. M. Roberts.
S.S. Idemarus J. Russell.
S.S. Ixion Chas. Jones.
S.S. Legazpi Malsino de Mesa.
S.S. Nestor J. C. Baird.
S.S. Nippon Maru James Cameron.
S.S. Strathgyle J. Dawson.
S.S. Slemann K. Spath.
Torpedo Bot Terribil Johann Jaros.
S.S. Yangtze W. E. Francis.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept Fire Class FOREIGN AND CHINESE RISKS at CURRENT RATES. SIEMSEN & Co. Hongkong, 28th May, 1895. [30]

Intimations.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE, Hongkong, 27th April, 1900. [34]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [38]

Intimations.

BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business, on MONDAY, the 4th June, (WHIT MONDAY).

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, T. E. SANSON, Acting Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION, H. M. BEVIS, Acting Chief Manager, Hongkong.

For the NATIONAL BANK OF CHINA, LIMITED, GEO. W. F. PLAYFAIR, Chief Manager, Hongkong.

For the MERCANTILE BANK OF INDIA, LIMITED, JOHN THURBURN, Acting Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, HONGKONG, L. BERINDOAGUE, Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG, J. C. BERGENDAHN, Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, S. CHIOI, Manager.

For the IMPERIAL BANK OF CHINA, E. W. RUTTER, Acting Manager, Hongkong.

For the DEUTSCH-ASIATISCHE BANK, H. SCHOTTLAENDER, Acting Manager, Hongkong.

INSURANCE HOLIDAY.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, on MONDAY, the 4th June, (WHIT MONDAY).

JARDINE, MATHESON & Co., General Agents, CANTON INSURANCE OFFICE, LTD., General Managers, HONGKONG FIRE INSURANCE CO., LIMITED.

For the UNION INSURANCE SOCIETY OF CANTON, LTD., W. J. SAUNDERS, Secretary.

For the NORTH-CHINA INSURANCE CO., LTD., W. H. PERCIVAL, Agent.

For the CHINA TRADERS' INSURANCE CO., LIMITED, H. P. WADMAN, Acting Secretary.

For the YANGTZE INSURANCE ASSOCIATION, LIMITED, SHEWAN, TOMES & Co., Agents.

For the CHINA FIRE INSURANCE CO., LTD., GEO. L. TOMLIN, Secretary.

Hongkong, 30th May, 1900. [707b]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-seventh day of March, 1900, the following RESOLUTION were passed:

1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the Sum of \$1,250,000 be withdrawn from the Reserved Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.

2.—That the Balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according to the above.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said day of July, 1900, at the Rate of 12 per cent. per Annum, upon all Calls remaining Unpaid after the 6th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board, A. SHELTON HOOPER, Secretary, Hongkong, 27th March, 1900. [403b]

WANTED.

A COPY of the Local "HANSARD," 1891-2. Address— J. J. F. Office of This Paper, Hongkong, 10th March, 1900.

Shareholders are hereby requested to pay according to the above.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said day of July, 1900, at the Rate of 12 per cent. per Annum, upon all Calls remaining Unpaid after the 6th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board, A. SHELTON HOOPER, Secretary, Hongkong, 27th March, 1900. [403b]

WANTED.

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By Order of the Board, A. SHELTON HOOPER, Secretary, Hongkong, 27th March, 1900. [403b]

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By Order of the Board, A. SHELTON HOOPER, Secretary, Hongkong, 27th March, 1900. [403b]

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Auction.

GOVERNMENT NOTIFICATION.
No. 272.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

TUESDAY, the 5th day of June, 1900, at 3 P.M., are published for general information.

By Command, F. H. MAY, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 26th May, 1900. [702b]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Tuesday, the 5th day of June, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Ma-Ti, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 Years.

PARTICULARS OF THE LOT.

Lot No. 1, 1085, Ma-Ti, 676 250 250 1,079 sq. ft.

Boundary Measurements, Locality, N. S. E. W., Containing in Square Feet, Annual Rent, Upset Price.

Public Auction.

THE Undersigned has received instructions to Sell by

PUBLIC AUCTION, By Order of the ROYAL DANISH CONSULATE, on

FRIDAY, the 8th June, 1900, at NOON, on BOARD.

THE Danish Barkentine

"FRANZ," 358 TONS REG., with all her GEAR, ANCHORS, CHAINS, SAILS, &c. (Except Provisions) as she now lies in this Harbour.

The Ship with all Faults and Errors of Description to be at Buyers Risk at the fall of the Hammer.

PAYMENT: Cash at the fall of the Hammer. The Ship can be inspected Daily from Morning till Sunset.

A Steam-launch will leave NEW PEDDAR'S WHARF, on the Day of the Auction, at 11.30 A.M., to convey intending Purchasers.

PAUL BREWITT, Auctioneer, Hongkong, 31st May, 1900. [712b]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENALDER," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd June, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st June, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th May, 1900. [689b]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MAZAGON," FROM LONDON, PORT SAID, SUEZ, BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be boxed out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From Italy, ex S.S. *Thames*. From Persian Gulf, &c., ex S.S. *Stimla*. From Madras, &c., ex S.S. *Loodiana*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 4th June, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL, Acting Superintendent, Hongkong, 29th May, 1900. [5]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "OLDENBURG,"

of the NORDEUTSCHER LLOYD.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 6th June, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 6th June, and MONDAY, the 11th June, at 3.30 A.M.

All Claims must reach us before the 14th June, or they will not be recognized.

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the
EMPIRE OF CHINA—

WATKINS, LIMITED,
APOTHECARIES' HALL, 66, Queen's Road
Central, Hongkong.

THE NEW FRENCH REMEDY.
THERAPION.

This successful and highly popular remedy,
as employed in the Continental Hospitals by
Ricord, Rostan, Jobert, Velpeau, and others,
combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything
hitherto employed.

THERAPION No. 1, in a few days only,
removes all discharges from the urinary organs,
effectually superseding injections, the use of
which does irreparable harm by laying the
foundation of stricture and other serious dis-
eases. In dysentery, piles, irritation of the
lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this
kind, it will be found astonishingly efficacious
affording prompt relief where other well-tried
remedies have been powerless.

THERAPION No. 2, for impurity of the
blood, scurvy, pimples, spots, blotches, pains
and swellings of the joints, secondary sym-
ptoms, disease of the bones, sore throat, and all
diseases for which it has been too much a
fashion to employ mercury, sarsaparilla, &c., and
the destruction of the sufferer's teeth and ruin
of health. This preparation purifies the whole
system through the blood, and thoroughly
eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion,
waste of vitality, and all the distressing con-
sequences arising from early error, excess
residence in hot, unhealthy climates, &c. It
possesses surprising power in restoring strength
and vigour to the debilitated.

THERAPION may be procured of the principal
Chemists and Merchants throughout the
world. Price in England 2/6 and 4/6. In order-
ing, the purchaser should state which of the
three numbers he requires, and observe that the
word "THERAPION" appears on the Govern-
ment Stamp (in white letters on a red ground)
affixed to every genuine package by order of
Her Majesty's Hon. Commissioners, and with-
out which it is a forgery.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila.

VISITORS AT THE HONGKONG
HOTEL.

Aitken, Mr. J. H. Kien, Mr. and Mrs. F.
Angus, Mrs. John Kinghorn, Mr. and Mrs. F.
Appley, Mr. and Mrs. Koike, Mr. A. A.
G. W. Levy, Mr. L. A.
Arl, Mr. H. Lewis, Mr. A. R.
Aubyn, Mr. and Mrs. Long, Mr. and Mrs. D.
L. St. M.
Aubyn, The Misses St. MacGowan, Mr. R. J.
(6)
Bailey, Mrs. G. F. McEwan, Mr. Alex.
Bailey, Mr. W. S. Nicolson, Mr. and Mrs. E.
Bell, Mr. and Mrs. O. Meyer, Mr. A.
M. D.
Blackburn, Com. R. N. Mitchell, Mr. W. C.
Brown, Mr. J. M. Michelson, Mr.
Byron, Capt. J. and Murphy, Mr. E. O.
Carolan, Mr. E. A. Oakes, Mr. Stanley
Carter, Mr. H. B. Parfitt, Mr. W.
Cartwright, Mr. J. W. Perin, Mr. T. H.
Clark, Mr. and Mrs. F. Playfair, Mr. and Mrs.
Cohen, Mr. and Mrs. H. Sanderson
Cohen, Mr. M. B. Reeves, Mr. S. J.
Craig, Miss Robins, Mr. S. J.
Croft, Mr. and Mrs. Schmidt, Mr. P.
Denroche, Mr. P. C. Sears, Mrs. W. J.
Discombe, Mr. G. M. Sergeant, Mr. B. W.
Donaldson, Mr. W. F. Shibuma, Mr. B.
Drum, Miss Shiel, Mr. and Mrs. J.
Drummond, Mr. E. Simmins, Mr. H.
Ellmore, Mr. Frank Skeel, Mr. and Mrs.
Ellis, Mr. Alf. H. Smith, Mr. D. A.
Fisher, Mr. H. G. C. Smythe, Mr. A. J.
Fraser, Mr. H. Hamilton
Ganong, Mr. J. W. Stewart, Mr. G. R.
Genge, Mr. J. W. Strauss, Mr. Th.
Gent, Mr. H. Thresher, Mr. W.
Gilland, Mr. Hardy Vindin, Miss
Goddard, Capt. Warfield, Mr. and Mrs.
Howard, Mr. Thos. Whitley, Mrs. W.
Hubbard, Mr. R. L. Whitley, Miss
Jeffreys, Major & Mrs. Whitley, Mr. W. J. G.
Joseph, Mr. and Mrs. Wild, Mr. and Mrs.
E. S. Bagnall
Katsch, Mr. E. A. Wetherpoon, Miss M.

VISITORS AND RESIDENTS AT THE
PEARL HOTEL.

Beattie, Mr. Andrew Mackie, Mr. C. Gordon
Brayne, Mr. H. F. R. Martin, Mr. R.
Bryson, Mr. A. Mitchell, Mr. R.
Caird, Mr. Arthur R. Morris, Major & Mrs.
Cann, Mr. G. H. Newall, Mr. Stuart G.
Easdale, Mr. J. S. Oakley, Mr. H. E.
Forbes, Mr. A. Oakley, Miss
Fraser, Lt.-Col. A. R. O'Gorman, Madame
Gompertz, Mr. H. H. Pollock, Hon. H. E.
Graham, Mr. D. M. Pryne, Capt. H. V.
Griffin, Major W. W. Reilly, Major C. W.
R.A.
Gros, Mr. Edward F. Perce, Capt. and Mrs.
Hays, Mr. J. Percy
Hindrop, Mr. Sinclair, Mr. A.
Inchbold, Mr. Chantrey Stewart, Mr. Murray
Jeffrey, Mr. H. U. Stokes, Mr. A. P.
John, Major G. R. S. Thomson, Mr. O. D.
Johnston, Mr. R. F. Tomlin, Mr. G. L.
Lee, Mr. J. E. Watson, Mr. and Mrs.
Lemke, Mr. and Mrs. R. Malcolm

CRAGIEBURN.

Flynn, R. N. Rev. F. Piry, Commissioner T.
Holton, Capt. and Mrs. Piry, Mrs. & daughters
Jones, Mr. D. C. Ready, Mrs. O. G. and
Law, Mr. and Mrs. D. 2 daughters
O. Law and daughter Skotowe, Mr. C. G.
Little, Miss Volpicelli, Consul
Little, Master Volpicelli, Madame
Mumford, Mr. N. Wright, Mr. and Mrs.
Newton, Mr. and Mrs. W. R. Y. and son

The Share Market.

LATEST QUOTATIONS.

(June 1st.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shang- hai Banking Cor- poration	\$125	317 1/2 premium
The Bank of China & Japan, Limited (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£1 buyers.
The Bank of China & Japan, Limited (Deferred)	£ 1	£1.5 buyers
National Bank of China, Ltd.	£ 8	£27
Do. Founders.	£ 1	£30

Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$260
China Traders' Ins. Co., Ltd. (Pref.)	\$ 25	\$54
North China Ins. Co., Ltd.	£ 25	Tls. 165
Yangtze Ins. Assoc. Ltd.	£ 60	\$121
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$1

Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$295
China Fire Ins. Co., Ltd.	\$ 20	\$80

Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$304
Indo-China Steam Navigation Co., Ltd.	£ 10	\$91
China & Manila S.S. Co., Ltd.	\$ 50	\$100
Douglas Steamship Co., Ltd.	\$ 50	\$49
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Deferred)	£ 5	£5
Star Ferry Co., Ltd.	\$ 10	\$18 ex div.
"Shell" Transport & Trading Co., Ltd.	£ 100	£300

Refineries.		
China Sugar Refining Co., Ltd.	\$ 100	\$125
Luxon Sugar Refining Co., Ltd.	\$ 100	\$37

Mining.		
Punjom Mining Co., Ltd.	\$ 7	\$6.20
Punjom Mining Pre- ference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	\$300
Queen Mines, Ltd.	25 cts.	\$0.18
Jecheu Mining and Trading Co., Ltd.	\$ 5	\$14
Raub & Lian Gold Mining Co., Ltd.	15s. 10d.	\$8
Oliver Freehold Mines, Ltd. A	\$ 5	\$4
Oliver Freehold Mines, Ltd. B	\$ 41	\$31
Great Eastern & Cale- donian Gold Min- ing Co., Ltd.	\$ 5	\$0.50
Do. (Preference)	\$ 1	\$0.40

Docks, Wharves and Godowns.		
Hongkong & Wham- poa Dock Co., Ltd.	\$125	485 1/2 premium
Hongkong and Kow- loon Wharf & Go- down Co., Ltd.	\$ 50	\$864
Wharf & Warehouse & Storage Co., Ltd.	\$ 374	\$54 buyers
New Amoy Dock Co., Ltd.	\$ 61	\$21

Lands, Hotels and Buildings.		
China Provision Loan & Mortgage Co., Ltd.	\$ 10	\$9.90
Hongkong Land In- vestment & Agency Co., Ltd.	\$ 50	\$134
Kowloon Land and Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 50	\$48
Hongkong Hotel Co., Ltd.	\$ 50	\$120
Humphrey's Estate & Finance Co., Ltd.	\$ 50	\$10.75

Cotton Mills.		
Hongkong Cotton Spinning & Dyecing Co., Ltd.	\$100	\$37
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 65
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 63
Luou-ling-mow Cot- ton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spin- ning Co., Ltd.	Tls. 500	Tls. 300
Yahloong Cotton Spin- ning Co., Ltd.	Tls. 100.	Tls. 57

Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$201
China-Borneo Co., Ltd.	\$ 15	\$23
A. S. Watson & Co., Limited	\$ 10	\$16
Watkins, Limited	\$ 10	\$12.25
Hongkong Electric Co., Limited	\$ 10	\$11.75
Hongkong Electric Co., Limited	\$ 2	\$2.10
Hongkong and China Gas Co., Ltd.	£ 16	\$135
Hongkong Rope Ma- nufacturing Co., Ltd.	\$ 50	\$170
G. E. Fenwick & Co., Ltd.	\$ 25	\$48
H'kong Ice Co., Ltd.	\$ 25	\$166
H'kong High Level Transport Co., Ltd.	\$100	\$165
Dairy Farm Co., Ltd.	\$ 6	\$8
Hongkong and China Bakery Co., Ltd.	\$ 50	\$5 buyers
Campbell, Mure and Co., Ltd.	\$ 10	\$16
Bell's Advertis East- ern Agency, Ltd.	£ 1	\$1 buyers
United Asbestos Oriental Agly, Ltd.	\$ 4	\$8
United Asbestos Oriental Agly, Ltd.	\$ 10	\$11
Cumical & Co., Ltd.	\$ 20	\$8
Tebrau Planting Co., Ltd.	\$ 5	\$8
Tebrau Planting Co., Ltd.	\$ 4	\$4

Benjamin, Kelly & Potts, Share Brokers.		
Telephone Address—	"Rialto."	
Telephone No. 148.		

EXCHANGE.

Hongkong, June 1st.	
ON LONDON, Telegraphic Transfer 1/11 7/16	
Bank Bill, on demand 1/11 7/16	
Credit, 1 month's sight 1/11 7/16	
" 4 months' sight 1/11 7/16	
ON HOLLAND, (demand) M. 2.00	
ON PARIS, Bank Bill, on demand 2.46	
Credit, 1 month's sight 2.50	
ON NEW YORK, Bank Bill, on demand 47 1/2	
Credit, 30 days' sight 48 1/2	
ON SHANGHAI, Telegraphic Transfer 146 1/2	
Private, 30 days' sight 72 1/2 nom.	
ON YOKOHAMA, T.T. 31 per cent prem.	
Sovereigns, Bank's Buying Rate 51 1/2	
Gold Leaf 100 touch, per fuel 27 9/16	
Bar Silver 14 per cent prem.	

OPIUM QUOTATIONS.

Hongkong, June 1st.	
New Patna 995	per chest.
Old Patna 1060	
New Benares 1003	
New Malwa 1095	per picul.
Old Malwa 2095	
Persian, paper tied 900/950	

VESSELS IN PORT.

Steamers.

AIRLINE, British steamer, 2,500, St. John George	
20th May—Kobe 21st May, and Moji	
22nd, General—Gibb, Livingston & Co.	
ANNA, Austrian steamer, 1,317, A. G. Consulich,	
30th May—Canton 30th May, Ballast—	
Sander, Wieler & Co.	
AUSTRALIAN, British steamer, 3,000, P. T.	
Helms, 29th May—Sydney 30th April,	
Brisbane and May, Townsville 5th, Cairns	
6th, Thursday Island 10th, Port Darwin	
16th, Dilli (Timor Id.) 18th, and Manila	
26th, General—Gibb, Livingston & Co.	
AVR, British steamer, 1,955, W. H. Gibson,	
25th May—Kutchinotzu 20th May, Coal—	
Mitsui Bussan Kaisha	
CHANGSHA, British steamer, 1,467, T. Moore,	
10th May—Sydney 11th May, Thursday Id.	
20th, Port Darwin 13th, and Manila 27th,	
General—Butterfield & Swire	
CHOWFA, British steamer, 1,055, J. Williamson,	
25th May—Bangkok 18th May, Rice and	
Wood—Yuen Fat Hong	
CHWYNSHAN, British steamer, 1,281, J. F.	
Messer, 31st May—Saigon 27th May,	
Rice and Meal—Bradley & Co.	
DEWANGONG, British steamer, 1,057, R. Curtis,	
17th April—Saigon 13th April, General—	
Yuen Fat Hong	
EMPEROR OF CHINA, British steamer, 3,003, R.	
Archibald, R.N.R. 30th May—Vancouver	
8th May, and Shanghai 27th May, Mails	
and General—C. P. R. Co.	
ESKDALE, British steamer, 1,926, R. Dower,	
30th May—Moji 24th May, Coal—Dod-	
well & Co., Ltd.	
FORMOSA, British steamer, 674, A. E. Hodgins,	
30th May—Saigon 27th May, General—	
Douglas, Laiprak & Co.	
HIKOSAN MARU, Japanese steamer, 2,245, P.	
Hallstrom, 31st May—Kutchinotzu 25th	
May, Coal—Mitsui Bussan Kaisha	
HONGKONG, French steamer, 742, Pannier,	
31st May—Hainan 28th May, and	
Hiohwh 30th, General—A. R. Marj.	
INDEPENDENT, German steamer, 871, A. Hantz,	
12th April—Saigon 3rd April, General—	
Sander, Wieler & Co.	
KACHIDATE MARU, Japanese steamer, 2,143,	
S. Fujiki, 30th May—Moji 24th May,	
Coal—Mitsui Bussan Kaisha	
KUMANG, British steamer, 2,078, G. Payne,	
23rd May—Singapore 17th May, General.	
Jardine, Matheson & Co.	
MACTEWS, British steamer, 1,958, J. Farrell,	
31st May—Bangkok 28th May, and Kotsi-chang	
25th May, General—Butterfield & Swire	
MALAYA, Russian steamer, 2,616, K. Prinke,	
31st May—Moji 26th May, Coal—	
Melchers & Co.	
MAUSANG, British steamer, 1,644, J. Kynock,	
24th May—Sandakan 18th May, Timber.	
Jardine, Matheson & Co.	
MAGAZON, British steamer, 3,279, R. T. L.	
Cook, R.N.R. 28th May—London 31st	
May, and Singapore 23rd May, General—	
P. & O. S. N. Co.	
NANYANG, German steamer, 983, T. Schmann,	
20th May—Sourabaya 20th May, Sugar—	
Siemssen & Co.	
NIPPON MARU, Japanese steamer, 6,060, J. F.	
Allen, 24th May—San Francisco 25th	
April, Hongkong 2nd May, Yokohama 16th,	
Kobe 17th, Nagasaki 19th, and Shanghai	
21st, Manila and General—P. & O. S. N. Co.	
PAKHOU, British steamer, 1,248, C. C. Williams,	
25th May—Tongku 18th May, Ground-	
nuts—Butterfield & Swire	
RIOTUN MARU, Japanese steamer, 2,972, J. W.	
Ekstrand, 30th May—Seattle, U.S.A. via	
Shanghai 25th April, Bear and General,	
&c.—Nippon Yusen Kaisha	
SUNGKIAN, British steamer, 1,021, S. W.	
Moore, 29th May—Manila 27th May,	
Hemp and Sugar—Butterfield & Swire	
TAIYUAN, British steamer, 1,459, R. Nelson,	
26th May—Melbourne 15th Feb, Sydney	
27th, Townsville 3rd Mar., Thursday Island	
8th, Port Darwin 11th, and Manila 23rd,	
General—Butterfield & Swire	
TAMUJI MARU, Japanese steamer, 1,607, K.	
Schjama, 30th May—Amoy and Swatow	
29th May, General—Mitsui Bussan	
Kaisha	
TRITOS, German steamer, 1,033, J. Lassen,	
29th May—Saigon 25th May, Rice—	
Siemssen & Co.	
TUBUGAN MARU, Japanese steamer, 2,559,	
Narasaki, 21st May—Kutchinotzu 15th	
May, Coal—Mitsui Bussan Kaisha	

Sailing Vessels.

ABNEH-COBORN, American ship, 878, B. F.	
Colcord, 14th May—Moji 28th April, Coal—	
Chinese	
ESMERALDA, British schooner, 130, J. T. Har-	
rison, 14th April—Guam 26th March,	
General—Jardine, Matheson & Co.	
FRANZ, Danish bark, 358, Pedersen, 23rd April,	
Barry 5th Oct. 1899, and Anjer 12th	
Feb., Coal—E. A. Trading & Co.	
PASSEPARTOUT, Norwegian bark, 514, I.	
Gandersen, 22nd May—Frempant 15th	
Match, Sandelwood—Order.	
TAM O'SHANTER, American ship, 1,432,	
Ballard, 14th May—New York 6th Jan.,	
Kerosine—Standard Oil Co.	
WM. H. SMITH, American ship, 1,800, E. C.	
Colley, 17th Mar.—New York 28th Sept.,	
Kerosine Oil—Standard Oil Co.	

NEW BRITANNIC MAJESTY'S SHIPS
ON THE CHINA STATION.

Hongkong, June 1st, 1900.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd.	
g. guns, 3,000 h.p., Commander G. G.	
P. M. Crockett, Wei-hai-wei.	
Algerine, sloop, 1,400 tons, 6 guns, 1,100 h.p.,	
Comdr. R. J. Stewart, Nagasaki.	
Aurora, British cruiser, 5,600 tons, Capt. E. H.	
Bayly, Wei-hai-wei.	
Barfleur, 1st class gunboat, 1,300 tons, 14	
guns, 12,165 h.p., Captain G. J. S. War-	
renden, Wei-hai-wei.	

<i>Bonaventure</i> , 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Commander A. H. Smith-Dorrien, R.N., Manila.
<i>Brisk</i> , British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bourchies Wrey, Bart., Singapore.
<i>Centurion</i> , British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Wei-hai-wei.
<i>Daphne</i> , sloop, 1,140 tons, 8 guns, 2,000 h.p., Com. C. W. Winnington, Canton.
<i>Endymion</i> , British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.
<i>Esk</i> , coast defence gunboat, 361 tons, 1 gun, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Shanghai.
<i>Fame</i> , twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes, Wei-hai-wei.
<i>Firebrand</i> , 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.